



Newly Appointed Aeronautics Board Members



Frank Bass

Governor Martz appointed three new individuals to the Montana Aeronautics Board effective January 1, 2001. Frank Bass of Moore, Lanny Hanson of Glasgow, Kenneth Tolliver of Billings, and George Warner of Dillon.

Frank Bass represents the Montana Pilot's Association on the nine-member Board. Frank has been flying since 1946 and has acquired over 15,000 flying hours. He moved to Montana 45 years ago, and in 1958 helped found the Montana Pilot's Association in Great Falls. In 1978 he organized and founded the Montana Antique Airplane Association. Frank has been an enthusiast for all aviation and general aviation programs since his arrival into the state of Montana. He has worked closely with the Aeronautics Division gasoline tax programs to increase funding. He has also been a promoter of general aviation and backcountry airstrips. Because of the vast distances people must travel in Montana; Frank is an avid believer in the benefits of general aviation.

Lanny Hanson represents the Montana Airport Managers Association. He owns and operates his own business in Glasgow and also has farming and ranching interests in Valley and McCone County. He is a member of the Glasgow Area Chamber of Commerce, and serves as Airport Manager of the Fort Peck Airpark. Lanny is a long time active member of the Montana Pilots Association and has been very involved in aviation for over 20 years. He is another strong supporter of the Montana Aeronautics Division, currently serving as the Aeronautics Divisions District Search Coordinator for the Glasgow district.

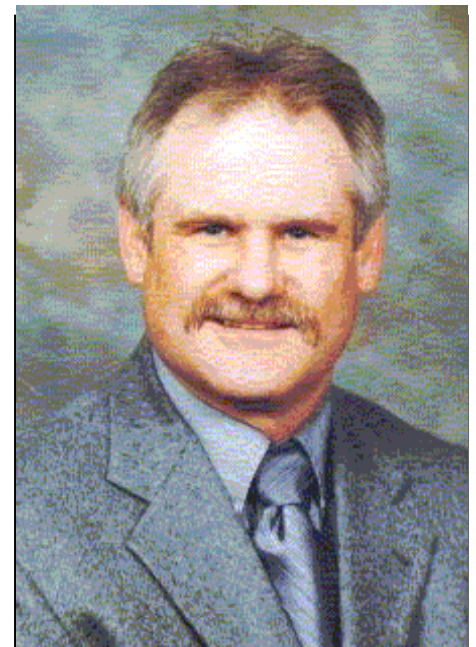
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Lanny Hanson



Kenneth Tolliver



George Warner

Administrators Column

Aviation Industry Wants Part 145 Rule Kept on Hold

The Aerospace Industries Association, Aeronautical Repair Station Association, General Aviation Manufacturers Association and the National Air Transportation Association have joined in an attempt to convince new Secretary of Transportation, Norm Mineta not to rush into issuing a final rule on the FAA's rewritten Part 145 Rule, which governs repair stations. The rule, along with all pending rules, has been on hold in compliance with President Bush's mandate for regulatory review by all new Department Heads before implementation. The organizations have concerns about the FAA's failure to consider the significant differences between large repair stations that maintain Part 121 air carrier aircraft and those repair stations maintaining piston and turbine powered general aviation aircraft; that the "proposal is fraught with technical and organizational errors that would produce unintended consequences if adopted. In some cases, the preamble was apparently in contradiction to the literal reading of the regulations." The organizations also pointed out that the FAA recently adopted final rules and guidance material that needed more work done to them. They cited the Service Difficulty Reporting rule that "regrettably, numerous FAA handbook bulletins have been issued during the past year, only to be revised or withdrawn because of errors." The Rule is waiting for Mineta's determination. ➔

Medical Certification Delays - The Aircraft Owners and Pilots Association (AOPA) has recently published three new reports, which should help reduce delays in receiving medical certification. The reports are "Medical Certification Tips to Know Before You Go"; "Special Issuance Authorization Letter of Interpretation"; and "Status Reports: What Are They?". According to AOPA Director of Medical Certification, Gary Crump "reporting anything new on your medical application without advance preparation can cause problems". AOPA "Medical Certification Tips to Know Before You Go" suggests choosing an Aviation Medical Examiner (AME) who will be your advocate. Crump further stated that "In many cases, an activist AME

can pick up the phone and get approval to issue a medical certificate on the spot, rather than deferring everything to FAA's Oklahoma City office." Crump said that the FAA is still experiencing processing delays for special issuance medical certificates, however, AOPA's information and advice can reduce the frustration for pilots. That "the delays are due, in part, because the FAA is doing a good job. The Federal Air Surgeon has been 'stretching the envelope' to allow more pilots to fly under a special issuance authorization." ➔

Mountain Passes To Have GPS Waypoints

VFR charts will soon be identified by GPS waypoints and updated GPS receivers will include these waypoints in their databases. This is an issue, which has been strongly pushed by the Aircraft Owners And Pilots Association (AOPA) for several years. This is expected to be appearing on selected sectional charts by 2002. These VFR only, waypoints will be indicated at the beginning and ends of mountain pass routes. Randy Kenagy, AOPA Director of Advanced Technology, stated "there isn't a mountain flyer who hasn't at least once squinted through the summer haze and picked the wrong entry point for a mountain pass route." Fortunately, there's usually enough room to make a life-saving 180-degree turn before it's too late. According to AOPA, the first VFR charts to show GPS way points will be for mountainous areas of Alaska and Colorado and pilots will be asked to help evaluate the benefits. If feedback is positive as expected, AOPA will request additional VFR mountain pass waypoints. ➔

Shoot Down of GA Aircraft Condemned

The International Council of Aircraft Owner and Pilot Associations has gone on record condemning the Peruvian military shoot-down of an unarmed civilian aircraft. The aircraft, carrying an American missionary and his family was spotted by a United States surveillance plane and passed information to the Peruvian Air Force that it might be a drug flight and reportedly urged Peruvian authorities to take further measures to identify the suspect aircraft and force it to land peacefully. A Peruvian Air



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Official monthly publication of the
Aeronautics Division
Telephone - (406) 444-2506
Fax - (406) 444-2519
P.O. Box 5178
Helena, MT 59604
<http://www.mdt.state.mt.us/aeronautics/>
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Montana and the Sky
is published monthly
in the interest of aviation in the
State of Montana.
Third Class postage paid at
Helena, Montana 59604

Subscription: \$5 per year

Editor: Patty Kautz

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Calendar

May 14-18 – Laurel Aviation and Technology Week, call Laurel School (406) 628-6919 for more information.

May 26-28 – Benchmark Work Session.

June 2 – AOPA Fly-In and Open House, AOPA Headquarters, Frederick Municipal Airport, Maryland

June 2 & 3 - Annual work session for Spotted Bear & Meadow Creek Airstrips. Barbeque held at Spotted Bear Airstrip. Attendees bring their own beverage and a salad or dessert to share, meat and grill will be supplied.

June 9 – EAA Chapter 344 – Young Eagles Day – Helena Airport.

June 9 – EAA Chapter 57 – Young Eagles Day – Billings Airport.

June 17 – Annual Father's Day Poorboy Sourdough Pancake Breakfast Feed, Bass's Beacon Star Airfield, Moore, MT.

June 30 – Fly-In Pancake Breakfast, Hamilton Airport, for additional information call (406) 375-5473.

July 7 - North Central Hangar Fly-In Breakfast & Big Kids Toy Show - Big Sandy Airport.

July 8 – Missoula Aviation Days, 10:00 AM to 4:00 PM, Missoula International Airport.

July 11-15 – Northwest EAA Fly-In and Sport Aviation Convention, Arlington, WA.

July 20-22 - Schafer Meadows Work Session.

July 21-22 – Civil Air Patrol aviation search & rescue USAF evaluated training exercise, Lewistown Airport. All pilots and aviation enthusiasts are welcome to observe.

July 21-22 – Big Sky Air Show – Gallatin Field, Bozeman.

July 21-22 – Dayton Air Show, for further information - phone (216) 781-0747, fax (216) 781-7810, website – www.airshowdayton.com .

July 24-30 – 2001 EAA AirVenture, Oshkosh, Wisconsin.

August 2-5 – MAAA Fly-In, Three Forks.

August 10-12 – FAA Family Fly-In and Flight Safety Conference, McCall, Idaho. For info call Jim Cooney (406) 449-5270.

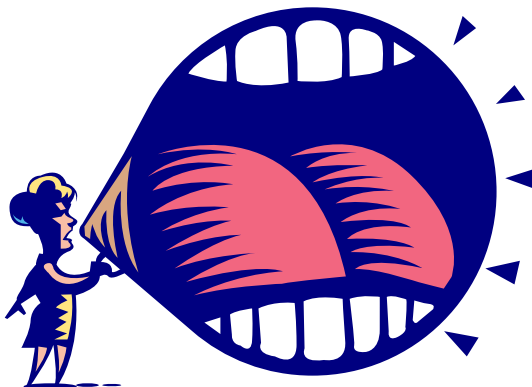
September 1, 2 & 3 – Cleveland National Air Show, for further information - phone (216) 781-0747, fax (216) 781-7810, website – www.clevelandairshow.com .

September 14-16 – Mountain Search Pilot Clinic, Kalispell.

November 8-10 – AOPA Expo 2001 – Ft. Lauderdale/Broward County Convention Center, Ft. Lauderdale, Florida.

Administrators Column Continued....

Force fighter jet intercepted and shot the Cessna down without following the International Civil Aviation Organization (ICAO) rules of engagement. Phil Boyer, President of the Aircraft Owners and Pilots Association (AOPA) stated, "Nothing justifies a no-questions asked destruction of civilian aircraft. We would have thought the nations of the world would have learned an important lesson from the downing of the Korean Air Lines 007 in 1984." AOPA opposed a U.S. plan to furnish radar tracking and targeting information to South American governments intending to intercept and shoot down drug smugglers. AOPA said that "Deadly force against civilian aircraft is irresponsible and fundamentally wrong. How can anyone feel assured that a Cessna carrying members of Congress on an overseas fact-finding mission could never be mistaken for an identical Cessna full of drug smugglers?" Twice, there has been a strong outcry against the U.S. Customs attempts to gain authority to shoot down suspicious drug carrying airplanes which was rightfully "shot down" by Congress. Boyer further stated, "We call upon ICAO and every world nation to renew their commitment to not use force against civil aircraft. There are more civilized, yet effective, measures available to bring alleged violators to justice."✈



The Wurtz Airstrip work session scheduled for June 9, 2001 and the Sondreson Airstrip work session scheduled for June 10, 2001 have been cancelled.

FAA Approved Flight School

Smith Aviation Testing, Great Falls MT, has recently been certified as a Part 141 flight school for Private Pilot, Instrument Pilot, and Commercial Pilot training. In addition, Smith Aviation has received approval for flight training funds from the Veteran Affairs Administration. Smith Aviation Testing is also a LaserGrade FAA written test site. The flight school is located at the Great Falls International Airport, with offices inside the Holman Aviation building. For more information, call (406) 771-0791.

Aeronautics Board Continued...

Kenneth Tolliver will represent the Montana Chamber of Commerce and is also the Attorney representative on the Board. Kenneth a Montana native is a licensed pilot with an instrument rating. He has been a practicing attorney since 1971. Over the years he has served by board membership on the Big Sky International Air Show, and has been involved with Big Sky Airlines. Kenneth has a keen interest in aviation and believes aviation plays an important role in Montana.

George Warner represents the League of Cities and Towns. George has 23 years experience as a pilot and has his private; single engine land-sea; tail wheel and high performance endorsements. He owns a 1948 Stinson Stationwagon. As Mayor of Dillon and enthusiastic aviator he has participated at Beaverhead County airport board meetings and also serves on a backcountry airstrip committee working hard for planned aviation recreation sites across Montana. He is a member of the Montana Pilots Association, and serves as President of the Dillon Hangar.

Reappointed to the Board is Will Metz, Association of Montana Aerial Applicators representative. Each of these members will serve a four-year term ending January, 2005.

The new Board members were formally introduced at the Montana Aviation Conference in Kalispell. The Montana Aeronautics Board is a quasi-judicial board with statutory authority over the Division's loan and grant funds.

The four new appointees and reappointed member join current board members: John Rabenberg, Chairman representing the public member; JoAnn Eisenzimer, Vice-Chairman aviation education representative; Craig Denney, Secretary commercial airline representative; and Bob Palmersheim, Fixed Base Operator representative. The terms of the four current Board members will expire January, 2003.

In addition to welcoming it's new members the Aeronautics Division also wishes to express its gratitude to the Board members whose terms expired January, 2001. Ron Mercer, Montana Airport Managers Association representative; Byron Bayers, Montana Chamber of Commerce representative; Doug Freeman, Montana League of Cities and Towns and Attorney representative; and Fred Booth who represented the Montana Pilots Association. It was a pleasure working with these gentlemen over the years and we thank them for their support of the Montana Aeronautics Division and aviation in the state of Montana.

2001 Loans and Grants Awarded

By: James Greil

Airport/Airways Bureau

The Montana Aeronautics Board held it's first meeting of the year on April 25th. One of the items on their agenda was the awarding of loans and grants to airports for next fiscal year for airport improvement projects. The Aeronautics Division can award loans and grants to any public airport sponsor in support of airport improvement projects. Applications for the loan and grant money must be submitted by the airport no later than January 31st of each year and certain conditions apply. If your airport may be interested in obtaining loan or grant money for a particular airport improvement project, please contact Jim Greil at (406) 444-2506 for the rules and application details. The Division had requests for nearly \$850,000 dollars in loan and grant money this year, but only had \$165,000 in grant and \$300,000 in loan money to be awarded, so some tough calls had to be made by the board as to which sponsor would receive the requested funds. Listed are the Airport communities that were awarded loans and grants and the amounts awarded.



LOANS & GRANTS

Choteau:	\$40,000 grant	\$51,968 loan
Hamilton	\$40,000 grant	\$102,959 loan
Laurel	\$2,182 grant	\$37,500 loan
Stevensville	\$33,850 grant	\$38,800 loan

GRANTS

Geraldine	\$3,000 grant
Glendive	\$6,000 grant
Kalispell	\$7,000 grant
Livingston	\$4,000 grant
Philipsburg	\$1,000 grant
Plains	\$7,968 grant
Sidney	\$20,000 grant

LOANS

Deer Lodge	\$25,000 loan
Havre	\$20,813 loan
Plentywood	\$22,960 loan

Aeronautics Division Scholarships Awarded

Harry Miller and Tim Mundaniohl were recognized for academic achievement, in the field of Aviation Maintenance at Helena College of Technology. Both Harry and Tim were recently awarded aviation tool scholarships valued at \$500.00, from the Montana Aeronautics Division.

Harry Miller makes his home in Helena with his wife and three children. Harry is following his lifetime dream of flying and working on aircraft. He was born and raised on the Wind River Indian Reservation just outside of Lander, Wyoming, where he spent days at the local airport...just dreaming of a future in flight.

Tim, his wife Shari, and their four children are originally from North East, Pennsylvania. Tim worked on a grape farm in North East, which is nationally recognized for its grape vineyards. Tim and his family have made their home in Helena since 1998. He looks forward to working in aviation and hopes to keep his family out west.

Two sophomores in the Rocky Mountain College Aviation Program were recently awarded \$500 scholarships provided through the Montana Division of Aeronautics. Both students are majoring in Aeronautical Science in preparation for careers as professional pilots, and both are also completing minors in Business Management. The scholarship selection was based on academic achievement, flight performance, and involvement in college and community activities.

Clint Lund is the son of Larry and Connie Lund of Havre. In addition to his high academic standing, Clint has completed his private pilot certificate and instrument rating, and will soon receive his commercial pilot certificate. Clint serves as an Aviation Ambassador for the college aviation program.

Blake Ridgeway is the son of Randy Ridgeway and Nancy Gerdrum of Stanford. He has also excelled academically, and is also completing the commercial pilot certificate after receiving the private pilot certificate with an instrument rating. Blake is also a member of the Flight Team and competed in the regional National Intercollegiate Flight Association competition last fall.

We congratulate the scholarship winners on their outstanding accomplishments!



Above, Jeanne MacPherson presents Tim and Harry with their \$500.00 scholarships, pictured left to right are Tim Mundaniohl, Jeanne, Harry Miller and Dave Harpster, Maintenance Instructor, Helena College of Technology.

Women Making Aviation History!

With May being the month to "Honor Thy Mother" we thought it would be a good time to recognize a few of the women making aviation history today.

Marta Bohn-Meyer

1st Women Crewmember to Fly on the SR-71

Eileen Collins

1st Woman Space Shuttle Pilot and Commander

Jane F. Garvey

1st Women FAA Administrator

Diana Hakala

1997 National Aerobatic Champion

Carol Hallett

President and CEO, Air Transport Association

Evelyn Bryan Johnson

Flight Instructing and Serving as FAA Designated Flight Examiner at 91 Years of Age

Martha King

1st Woman to Obtain Every Flight and Ground Instructor Rating

Shannon Lucid

American in Space for the Longest Period of Time (1996)

American Woman with Most Missions in Space (1996)

Deborah McCoy

1st Woman Vice President of Flight Operations for an Airline

Jennifer Murray

1st Woman to Fly a Helicopter Solo around the World

Carroll Suggs

President and CEO, Petroleum Helicopters Inc. (largest corporate/charter helicopter business in U.S.)

Patty Wagstaff

National Aerobatic Champion (three consecutive times)

In Memory of Merrill Percy

Fellow aviator Merrill Percy passed away at his home in Miles City on April 4, 2001 at the age of 57. He is survived by his daughter, Paula Kurkowski and her husband Tom of Forsyth, MT; a son, Merrill Percy III and his wife Joetta of Glendive, MT; and three grandchildren.

In memory of Merrill is an excerpt from his favorite book "*Jonathan Livingston Seagull*", Richard Bach, the author, was an Air Force fighter pilot and a writer who believed there should be no limits.

"So this is heaven, he thought, and he had to smile at himself. It was hardly respectful to analyze heaven in the very moment that one flies up to enter it.

As he came from Earth now, above the clouds and in close formation with the two brilliant gulls, he saw that his own body was growing as bright as theirs. True, the same young Jonathan Seagull was there that had always lived behind his golden eyes, but the outer form had changed.

It felt like a seagull body, but already it flew far better than his old one had ever flown. Why, with half the effort, he thought, I'll get twice the speed, twice the performance of my best days on earth!

His feathers glowed brilliant white now, and his wings were smooth and perfect as sheets of polished silver. He began, delightedly, to learn about them, to press power into these new wings.

At two hundred fifty miles per hour he felt that he was nearing his level-flight maximum speed. At two hundred seventy-three he thought that he was flying as fast as he could fly, and he was ever so faintly disappointed. There was a limit to how much the new body could do, and though it was much faster than his old level-flight record, it was still a limit that would take great effort to crack. **In heaven, he thought, there should be no limits.**

The clouds broke apart, his escorts called, "Happy Landing, Jonathan," and vanished into thin air."

Our sympathy goes out to the entire Percy family; Merrill will be truly missed.



Changes for Cut Bank Airport

Over the last few weeks, a large group of citizens from across the Hi Line and the Northwest have been having preliminary discussions concerning the creation of a memorial and museum recognizing the efforts of the airman of the Army Air Corp. Originally focused on those that served at the Cut Bank Satellite Air Station in the early forties, the movement has expanded to document the efforts of many of the separate and consolidated bomb groups from World War II. The Cut Bank Airport Authority, with supporting resolutions from the City of Cut Bank and Glacier County, took the first step with a vote to formally change the name of the Cut Bank Municipal Airport to "Cut Bank International Airport, W.W. II Airman Memorial Field" and approved use of office space as a base of operations. Preliminary organization efforts by the Snowbirds RC Model Club members and other citizens have moved the effort forward. Interested individuals in Seattle are developing a plan for development of a life size replica of a Boeing B-17 as an Active Memorial to the Airman.

All interested citizens from across the Hi Line are invited to participate in this effort. Although time and participation are the most valued contribution, donations toward the project are important. Establishment of non-profit status and a Web Site will require funding. Grant and endowments will be researched. The Cut Bank Airport Memorial Fund, first established through the generosity of Bob Wolks friends and family, is located at First Interstate Bank in Cut Bank and is dedicated to both this Memorial/Museum and to establishment of a memorial to local aviators. All financial contributions should be made to that fund, which was set up independent from all airport operations.

Effective July 1, 2001 the "Cut Bank Municipal Airport" will change its name to "Cut Bank International Airport, W. W. II Airmen Memorial Field". ➔

Billings & Helena to Sponsor Young Eagles Day

June 9, 2001 is the date set for the International Young Eagles Day by the EAA. There will be a rally at the Helena Regional Airport, hosted by Chapter 344. Those who are members of EAA that would like to fly Young Eagles are welcome to attend or just stop by with a young person that wishes to fly.

The rally will take place, starting at 8:00 a.m. at Helena Aircraft, 3232 Airport Road, on the general aviation side east of the new tower. Direct questions for Helena Young Eagles Day to Lance Seaman (406) 442-8459, or rsea@qwest.net.

Chapter 57 of the EAA will also hold a fly in and Young Eagles day on June 9 at the Billings Airport. All events will be at the west end hangar area of the airport with pilots using runway 28 left. Young Eagles rides will take place from 8:00 a.m. to noon and Exxon is again providing a discount for fuel. All participating pilots will have the option of fueling with a \$1 per gallon discount paid for by Exxon.

Please support these groups by joining them for Young Eagles Day in Montana!

What Are Runway Incursions?

The following definition of runway incursions originally appeared in the September issue of Callback, a monthly safety bulletin from the Office of the NASA Aviation Safety Reporting System (ASRS). View the full article at http://asrs.arc.nasa.gov/callback_issues/cb_253.htm.

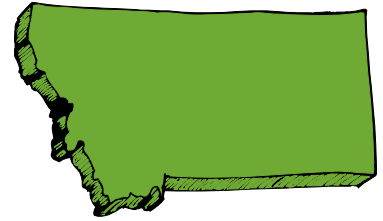
Runway incursions are defined in a number of different ways within the aviation industry. In ASRS usage, a runway incursion occurs when an aircraft crosses a hold line, or enters a runway, in violation of standard tower or non-tower airport operating procedures.

The FAA definition of a runway incursion includes air traffic controller and vehicle-pedestrian actions, as well as aircraft-related actions. Related runway incursion data collected by the FAA show a clear, and troubling, trend. From 1988 to 1999, the total number of runway incursion events at the nation's airports increased 171 percent.

During this same period, runway incursion events resulting from pilot actions increased even more dramatically – by 267 percent. Pilot deviations are now responsible for more than twice as many runway incursions events each year as air traffic controller or vehicle-pedestrian errors.

In an effort to reduce and eventually eliminate runway incursions, the FAA is gathering and evaluating additional sources of data on the causes of these events. The agency has a particular need for more information on runway incursions that occur at non-tower, or tower-closed airports.

Montana Trivia?



1. What Canadian park is adjacent to Glacier National Park?
2. In 1865 what was the largest settlement in the Montana Territory?
3. What was the most common lawn grass in Montana in 1970?
4. Fish hawk is another name for what bird?

Answers: 1.-Watson Lake Nat'l Park, 2.-
Virginia City, 3.-Kentucky Bluegrass, 4.-
Osprey.

Legislation to Protect Backcountry Airstrips

Western lawmakers will try once again to gain legislative protection for backcountry airstrips. Senator Mike Crapo (R-Idaho) and Representatives C.L. "Butch" Otter (R-Idaho) and AOPA member James Hansen (R-Utah) reintroduced AOPA-supported bills that would stop federal agencies from arbitrarily restricting or prohibiting general aviation access to backcountry airstrips on federal land.

"In the rugged West where suitable emergency landing areas are few and far between, these airstrips are important to safety," said AOPA President Phil Boyer. "Backcountry airstrips could mean the difference between life and death for a pilot and passengers."

Backcountry airstrips are also necessary for search-and-rescue operations, firefighting, and forest management and research, Boyer added.

Boyer has testified before Congress on the importance of backcountry airstrips, and AOPA's Legislative Affairs office has worked with lawmakers in drafting the airstrip protection bill.

The Backcountry Landing Strip Access Act would severely limit the ability of federal land managers to close an aircraft landing strip. Closures would have to be ap-

proved by the FAA and the head of the appropriate state aviation department. The public would be given an opportunity to comment on a proposed closure.

Congress took the first steps towards protecting these airstrips last year when it accepted an amendment by Senator Crapo prohibiting federal funds from being used to close any airstrips on lands administered by the Department of Interior. AOPA strongly supported the amendment. The bill introduced in this session is a comprehensive, long-term solution to the problem.

Representative Otter told the House, "Last year, Idaho and the other western states were threatened by some of the largest firestorms in the history of this country, in which more than 7 million acres of forest lands burned.... The firefighters on the ground in these wilderness areas were supplied from airstrips on public land (and) the aerial firefighting efforts depended on backcountry airstrips as safe havens in the case of emergency.

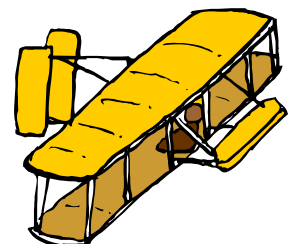
"Incredibly, for eight years before the fires the federal government had sought to remove these airstrips. Amazingly, the Departments of Agriculture and Interior had removed numerous airstrips on public lands

without even consulting with pilots, land users or state aviation authorities. This heavy-handed land management by unelected federal bureaucrats has placed innumerable lives in danger."

In the House, 24 representatives have signed as co-sponsors including pilot members Charles Bass (R-N.H.), Leonard Boswell (D-Iowa), John Cooksey (R-La.), Jim Gibbons (R-Nev.), and Robin Hayes (R-N.C.), as well as Transportation and Infrastructure Committee Chairman Don Young (R-Alaska) and aviation subcommittee Chairman John Mica (R-Fla.).

Senator Crapo sent a letter to Senate members requesting support of his bill. "This is commonsense legislation that allows those who use and benefit from the airstrips to be involved in the decision-making process," he wrote.

Eight Senators are co-sponsoring the bill including Max Baucus (D-Mont.) and AOPA member James M. Inhofe (R-Okla.).



EAA Introduces On-Line Refresher Course

Ultralight flight instructors now have a more convenient method of renewing exemption authorizations, as EAA, The Leader in Recreational Aviation, has unveiled an on-line refresher seminar through the popular EAA web site (www.eaa.org).

The EAA Ultralight Council developed the on-line seminar, which includes nine separate modules of study. The Council consists of EAA-member ultralight enthusiasts who volunteer to advise the organization on policy and programs specifically for that unique facet of recreational flying.

The on-line seminar allows ultralight instructors to renew their authorization to fly two-place ultralights. The authorization, available from either EAA or Aero Sports Connection (ASC), must be renewed every two years through approved courses. Those seminars are not always easily accessible for instructors in remote areas.

"This on-line course will greatly expand the opportunities for EAA and ASC instructors to meet their two-year renewal requirements," said Timm Bogenhagen, EAA's Ultralight Programs Manager. "The on-line

version contains the same material used in the in-person courses held throughout the country."

The on-line course matches the classroom sessions, with nine separate modules dealing with essential instruction subjects. Those subjects include:

- ➔ Pre-solo testing, training and endorsements;
- ➔ Airspace and airport operations;
- ➔ Airworthiness requirements;
- ➔ FAR Part 103 (Ultralight regulations);
- ➔ Two-place exemption conditions;
- ➔ Instructional techniques
- ➔ Radio communications;
- ➔ Weather;
- ➔ Aerodynamics and performance.

The on-line method also allows ultralight instructors to control the pace of their studies. A short quiz follows each module, with approximately an eight-hour completion time for the entire course. Once completed successfully, the seminar satisfies EAA's two-year refresher training requirement, a certificate of completion will

then be sent to the individual.

The course can be accessed through the EAA web site (www.eaa.org), then proceeding to the Ultralights area. The on-line refresher course is \$75, payable via credit card through EAA's secure registration site. Applicants may also choose to print and complete the registration form, then mail the form and a \$75 check to:

EAA Ultralight Programs
PO Box 3086
Oshkosh WI 54903-3086

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Three thousand copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,170. This includes \$200 for production, \$750 for postage and \$220 for printing.



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May, 2001

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